

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
138
City of Winchester

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Winchester

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Winchester																	
7	Boscawen St	0.18	3300	G	From:	US 50, US 522 Par, Braddock St					C	0.082	F		3600	G	2003
					89%	1%	2%	5%	3%	0%							
					Combined Traffic:	11000	G	89%	1%	2%							
7	11 Cameron St	0.17	12000	G	From:	US 11 Cameron St					F	0.086	F		12000	G	2003
					Boscawen St												
					Combined Traffic:	NA											
7	Piccadilly St	0.18	11000	G	From:	Piccadilly St					C	0.088	F	0.538	12000	G	2003
					96%	1%	1%	1%	1%	1%							
					Combined Traffic:												
7	East Lane	0.02	10000	G	From:	East Lane					F	0.095	F	0.513	11000	G	2003
					95%	1%	2%	1%	1%	0%							
					Combined Traffic:												
7	National Ave	0.32	13000	G	From:	Fairfax Lane					C	0.085	F	0.604	14000	G	2003
					96%	1%	2%	1%	1%	0%							
					Combined Traffic:												
7	Berryville Ave	0.79	17000	G	From:	138-5213 Pleasant Valley Rd					C	0.081	F	0.554	19000	G	2003
					95%	1%	2%	1%	1%	0%							
					Combined Traffic:												
7	Berryville Ave	0.16	30000	G	From:	Ross St					F	0.1	F	0.603	33000	G	2003
					95%	1%	2%	1%	1%	0%							
					Combined Traffic:												
7	522 Braddock St	0.17	NA	NA	From:	ECL Winchester; I-81						NA			NA		
					US 50 Boscawen St												
					Combined Traffic:												
7	Piccadilly St	0.18	7300	G	From:	Piccadilly St					F	0.086	F		7900	G	2003
					89%	1%	2%	5%	3%	0%							
					Combined Traffic:	11000	G	89%	1%	2%							
11	Valley Ave	1.37	16000	G	From:	SR 7 Cameron St					C	0.084	F	0.506	18000	G	2003
					SCL Winchester												
					Combined Traffic:												
11	Valley Ave	0.12	23000	G	From:	Middle Rd					F	0.089	F	0.575	24000	G	2003
					95%	0%	1%	1%	2%	0%							
					Combined Traffic:												
11	Valley Ave	0.67	18000	G	From:	Weems Lane					F	0.085	F	0.511	19000	G	2003
					95%	0%	1%	1%	2%	0%							
					Combined Traffic:												
11	Valley Ave	0.59	14000	G	From:	Bellview Ave					C	0.088	F	0.626	15000	G	2003
					97%	0%	1%	1%	1%	0%							
					Combined Traffic:												
11	Valley Ave	0.09	3200	G	From:	US 11 Par Braddock St					F	0.096	F		3500	G	2003
					96%	0%	1%	1%	2%	0%							
					Combined Traffic:	14000	G	92%	1%	4%							
11	Gerrard St	0.10	15000	G	From:	Gerrard St					F	0.078	F	0.671	16000	G	2003
					Valley Ave												
					Combined Traffic:												
11	Cameron St	0.53	6000	G	From:	Cameron St					C	0.082	F		6500	G	2003
					US 50 Gerrard St												
					Combined Traffic:	15000	G	89%	2%	4%							
11	Cameron St	0.17	12000	G	From:	Boscawen St					F	0.086	F		12000	G	2003
					89%	2%	4%	5%	1%	0%							
					Combined Traffic:	NA											
11	Cameron St	0.83	4100	G	From:	Piccadilly St					C	0.089	F		4400	G	2003
					96%	0%	1%	1%	2%	0%							
					Combined Traffic:	9500	G	96%	0%	1%							
11	Martinsburg Pike	0.31	13000	G	From:	US 11 Par, Loudoun St					C	0.089	F	0.542	14000	G	2003
					95%	0%	1%	1%	2%	0%							
					Combined Traffic:												
11	Martinsburg Pike	0.31	13000	G	From:	NCL Winchester											
					Combined Traffic:												





















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City of Winchester

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Winchester																		
11	Braddock St	0.09	11000	G	From:	US 11 Valley Ave					F	0.093	F	0.78	12000	G	2003	
			Combined Traffic:	14000	G	90%	2%	5%	2%	1%	0%	F	NA		15000	G		
11	50	Braddock St	0.53	8600	G	To:	Gerrard St					C	0.094	F		9400	G	2003
				Combined Traffic:	15000	G	From:	96%	1%	2%	0%	1%	0%	C	NA		16000	G
11	522	Braddock St	0.17	NA		To:	Boscawen St						NA		NA			
				Combined Traffic:	NA		From:							NA		NA		
11	Braddock St	0.36	3100	G	To:	Piccadilly St					C	0.094	F		3300	G	2003	
			Combined Traffic:	7200	G	From:	90%	2%	5%	2%	1%	0%	C	NA		7800	G	
11	North Ave	0.03	500	G	To:	North Ave					C	0.119	F	0.767	540	G	2003	
			Combined Traffic:	NA		From:	95%	1%	2%	1%	1%	0%	C	NA		NA		
11	Loudoun St	0.30	4900	G	To:	Loudoun St												
			Combined Traffic:	9000	G	From:	96%	1%	1%	2%	0%	0%	C	0.095	F	0.82	5200	G
11	Loudoun St	0.24	5400	G	To:	Wyck St					C	0.089	F	0.809	5800	G	2003	
			Combined Traffic:	9500	G	From:	96%	0%	1%	1%	2%	0%	C	NA		10000	G	
17	50	Millwood Ave	0.09	26000	G	To:	US 11 Cameron St											
						From:	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	G
17	50	Jubal Early Drive	0.05	26000	G	To:	I-81											
						From:	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	G
17	50	Millwood Ave	0.86	17000	G	To:	Maintenance Jurisdiction Change											
						From:	96%	0%	1%	1%	1%	0%	C	0.083	F	0.622	28000	G
17	50	Millwood Ave	0.86	17000	G	To:	Jubal Early Dr					C	0.087	F	0.521	19000	G	2003
						From:	97%	0%	2%	0%	1%	0%	C	0.087	F	0.521	19000	G
50	Amherst St	0.64	20000	G	To:	US 11 Cameron St												
					From:	98%	1%	1%	1%	0%	0%	F	0.087	F	0.603	G	2003	
50	Amherst St	0.75	17000	G	To:	WCL Winchester												
					From:	98%	1%	1%	1%	0%	0%	C	0.085	F	0.518	G	2003	
50	Boscawen St	0.37	16000	G	To:	Fox Dr												
					From:	95%	1%	1%	1%	1%	1%	C	0.086	F	0.515	G	2003	
50	Braddock St	0.53	8600	G	To:	Amherst St												
			Combined Traffic:	15000	G	From:	96%	1%	2%	0%	1%	0%	C	0.094	F	9400	G	2003
50	Gerrard St	0.07	11000	G	To:	Boscawen St					C	NA			16000	G		
					From:	93%	1%	3%	2%	1%	0%							
50	11	Gerrard St	0.10	15000	G	To:	Gerrard St					F	0.082	F	0.612	12000	G	2003
						From:	96%	1%	2%	0%	1%	0%						
50	Millwood Ave	0.86	17000	G	To:	Valley Ave					F	0.078	F	0.671	16000	G	2003	
					From:	96%	0%	1%	1%	2%	0%							
50	Jubal Early Drive	0.09	26000	G	To:	US 11 Cameron St					C	0.087	F	0.521	19000	G	2003	
					From:	97%	0%	2%	0%	1%	0%							
50	Millwood Ave	0.09	26000	G	To:	Cameron St					C	0.083	F	0.622	28000	G	2003	
					From:	96%	0%	1%	1%	1%	0%							
50	Millwood Ave	0.09	26000	G	To:	Bus US 50					C	0.083	F	0.622	28000	G	2003	
					From:	96%	0%	1%	1%	1%	0%							
50	Millwood Ave	0.09	26000	G	To:	I-81					C	0.083	F	0.622	28000	G	2003	
					From:	96%	0%	1%	1%	1%	0%							
50	Millwood Ave	0.09	26000	G	To:	ECL Winchester					C	0.083	F	0.622	28000	G	2003	
					From:	96%	0%	1%	1%	1%	0%							

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
City of Winchester																	
<div><div>50</div><div>522</div></div>	Braddock St	0.17	NA		From:	Boscawen St						NA			NA		
					To:	Piccadilly St											
					Combined Traffic: NA												
<div><div>50</div><div>7</div></div>	Piccadilly St	0.18	7300	G	From:	Braddock St					F	0.086	F		7900	G	2003
					To:	Cameron St											
					Combined Traffic: 11000												
<div><div>50</div><div>11</div></div>	Cameron St	0.17	12000	G	From:	Piccadilly St					F	0.086	F		12000	G	2003
					To:	Boscawen St											
					Combined Traffic: NA												
<div><div>50</div><div>11</div></div>	Cameron St	0.53	6000	G	From:	US 50 Gerrard St					C	0.082	F		6500	G	2003
					To:	Boscawen St											
					Combined Traffic: 15000												
North <div><div>81</div></div>		0.07	28000	A	From:	SCL Winchester					C	0.096	A		28000	A	2003
					To:	NCL Winchester											
					Combined Traffic: 56000												
South <div><div>81</div></div>		0.07	28000	A	From:	SCL Winchester					C	0.097	A		29000	A	2003
					To:	NCL Winchester											
					Combined Traffic: 56000												
<div><div>522</div><div>50</div></div>	Millwood Ave	0.09	26000	G	From:	ECL Winchester					C	0.083	F	0.622	28000	G	2003
					To:	I-81											
					Combined Traffic: 26000												
<div><div>522</div><div>50</div></div>	Jubal Early Drive	0.05	26000	G	From:	Maintenance Jurisdiction Change					C	0.083	F	0.622	28000	G	2003
					To:	Millwood Ave											
					Combined Traffic: 26000												
<div><div>522</div><div>50</div></div>	Millwood Ave	0.86	17000	G	From:	Jubal Early Dr					C	0.087	F	0.521	19000	G	2003
					To:	Cameron St											
					Combined Traffic: 17000												
<div><div>522</div><div>11</div></div>	Cameron St	0.53	6000	G	From:	Millwood Ave					C	0.082	F		6500	G	2003
					To:	Boscawen St											
					Combined Traffic: 15000												
<div><div>522</div><div>11</div></div>	Cameron St	0.17	12000	G	From:	US 50, SR 7 Braddock St					F	0.086	F		12000	G	2003
					To:	SR 7 Piccadilly St											
					Combined Traffic: NA												
<div><div>522</div><div>7</div></div>	Piccadilly St	0.18	7300	G	From:	US 11 Cameron St					F	0.086	F		7900	G	2003
					To:	Braddock St											
					Combined Traffic: 11000												
<div><div>522</div></div>	Piccadilly St	0.19	5900	G	From:	Fairmont Ave					F	0.093	F	0.619	6400	G	2003
					To:	Piccadilly St											
					Combined Traffic: 5900												
<div><div>522</div></div>	Fairmont Ave	0.22	6800	G	From:	Commercial St					F	0.090	F	0.629	7400	G	2003
					To:	NCL Winchester											
					Combined Traffic: 6800												
<div><div>522</div></div>	Fairmont Ave	0.55	12000	G	From:	US 522, US 11 Cameron St					C	0.094	F	0.683	13000	G	2003
					To:	US 11 Valley Ave											
					Combined Traffic: 12000												
<div><div>522</div><div>11</div></div>	Gerrard St	0.10	15000	G	From:	Braddock St					F	0.078	F	0.671	16000	G	2003
					To:	US 11 Valley Ave											
					Combined Traffic: 15000												
<div><div>522</div><div>50</div></div>	Gerrard St	0.07	11000	G	From:	US 50, SR 7 Braddock St					F	0.082	F	0.612	12000	G	2003
					To:	Braddock St											
					Combined Traffic: 11000												

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							2Axle	3+Axle	1Trail	2Trail									
City of Winchester																			
 	Braddock St	0.53	8600	G	From:	Gerrard St					C	0.094	F		9400	G	2003		
Combined Traffic:			15000	G	93%	1%	3%	2%	1%	0%	C	NA			16000	G			
	Braddock St	0.17	NA		From:	US 50 Boscawen St						NA			NA				
Combined Traffic:			NA									NA			NA				
					To:	US 522 Piccadilly St													
	Woodstock Ln	0.63	1800	G	From:	Pleasant Valley Rd					C	0.090	F	0.566	2000	G	2003		
					To:	ECL Winchester													
	Fort Collier Drive	0.16	7300	G	From:	Berryville Ave					C	0.083	F	0.507	7900	G	2003		
					To:	NCL Winchester													
	Washington St	0.64	4400	G	From:	Handley Blvd					C	0.096	F	0.626	4800	G	2003		
					To:	Piccadilly St													
	Handley Blvd	0.08	12000	G	From:	Braddock St					F	0.095	F	0.545	13000	G	2003		
					To:	Washington St													
	Tevis Ave	0.21	8300	G	From:	Valley Ave					C	0.085	F	0.542	8900	G	2003		
					To:	Cedarmeade Ave													
	Cedarmeade Ave	0.55	1600	G	From:	Tevis St					C	0.143	F	0.575	1700	G	2003		
					To:	Papermill Rd													
	Jubal Early Dr	0.65	5100	G	From:	Handley Ave					F	0.093	F	0.651	5600	G	2003		
	Jubal Early Dr	1.13	19000	G	From:	US 11 Valley Avenue					F	0.083	F	0.505	21000	G	2003		
					To:	US 50													
	Cedar Creek Grade	0.52	12000	G	From:	WCL Winchester					C	0.095	F	0.625	13000	G	2003		
	Weems Ln	0.50	12000	F	From:	Valley Ave					C	0.160	F	0.513	13000	F	2003		
					To:	Papermill Rd													
	Middle Rd	1.01	4000	G	From:	Valley Ave					C	0.092	F	0.612	4300	G	2003		
					To:	WCL Winchester													
	Fox Dr	0.86	3600	G	From:	US 50					C	0.104	F	0.566	3900	G	2003		
					To:	NCL Winchester													
	Cork St	0.08	9200	G	From:	US 11 Cameron St					F	0.090	F	0.518	10000	G	2003		
	Cork St	0.48	11000	G	From:	Kent St					F	0.088	F	0.539	12000	G	2003		
	Senseny Rd	0.44	11000	G	From:	138-5213 Pleasant Valley Rd					C	0.089	F	0.535	12000	G	2003		
					To:	ECL Winchester													
	Commercial St	0.29	4400	G	From:	Fairmont Ave					C	0.102	F	0.576	4800	G	2003		
					To:	Cameron St													
	Shawnee Dr	0.67	5100	G	From:	SCL Winchester					C	0.086	F	0.546	5500	G	2003		
					To:	Papermill Rd													

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Winchester																	
5209	Papermill Rd	0.86	11000	G	From:	SECL Winchester					C	0.087	F	0.51	12000	G	2003
					97%	0%	1%	0%	1%	0%							
5209	Papermill Rd	0.64	6000	F	To:	Pleasant Valley Rd					C	0.085	F	0.551	6500	F	2003
					98%	0%	1%	0%	1%	0%							
5209	Loudoun St	0.58	14000	F	To:	Weems Ln					C	0.089	F	0.537	16000	F	2003
					98%	0%	1%	0%	0%	0%							
5209	Loudoun St	0.57	6700	G	From:	Commerce St					C	0.097	F	0.512	7200	G	2003
					97%	0%	1%	1%	0%	0%							
					To:	Gerrard St											
5213	Pleasant Valley Rd	1.22	20000	G	From:	Papermill Rd					C	0.081	F	0.541	22000	G	2003
					95%	0%	2%	2%	1%	0%							
5213	Pleasant Valley Rd	0.36	25000	G	To:	Jubal Early Drive					F	0.087	F	0.554	27000	G	2003
					95%	0%	2%	2%	1%	0%							
5213	Pleasant Valley Rd	0.91	23000	G	From:	Millwood Ave					C	0.081	F	0.526	25000	G	2003
					98%	0%	1%	0%	0%	0%							
5213	Pleasant Valley Rd	0.36	19000	G	To:	Cork St					F	0.080	F	0.546	21000	G	2003
					95%	0%	2%	2%	1%	0%							
					To:	Berryville Ave											
5221	Smithfield Ave	0.63	2800	G	From:	National Ave					C	0.094	F	0.573	3000	G	2003
					93%	1%	3%	1%	1%	0%							
					To:	NCL Winchester											
	2nd Street		240	G	From:	Cedarmeade Ave						0.141	F		260	G	2003
					To:	Summit Ave											
	Amherst St		4300	G	From:	Boscawen St						0.087	F		4600	G	2003
					To:	Braddock St											
	Battaile Dr		1200	G	From:	Shawnee Dr						0.105	F		1300	G	2003
					To:	SCL Winchester											
	Beachcroft Rd		200	G	From:	Wentworth Dr						0.107	F		220	G	2003
					To:	Oakwood Ct											
	Bellview Ave		1200	G	From:	Valley Ave						0.089	F		1300	G	2003
					To:	Lewis St											
	Bond St		260	G	From:	Loudoun St						0.096	F		280	G	2003
					To:	Cameron St											
	Braddock St		700	G	From:	Jackson Ave						0.095	F		760	G	2003
					To:	Locust Ave											
	Branner Ave		380	G	From:	Ridge Ave						0.115	F		410	G	2003
					To:	Isaac St											
	Butler Ave		240	G	From:	Green St						0.096	F		260	G	2003
					To:	Beau St											
	Caroline St		250	G	From:	Old Fort Rd						0.145	F		280	G	2003
					To:	Marion St											
	Commerce St		600	G	From:	Whitlock Ave						0.091	F		650	G	2003
					To:	Southwerk St											

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2Axle 3+Axle 1Trail 2Trail																
City of Winchester																
Dunlap St		220	G	From:	Bruce St						0.123	F		240	G	2003
				To:	WCL Winchester											
E. Southwerk St		2000	G	From:	S. Loudoun St						0.115	F		2200	G	2003
				To:	S. Cameron St											
Elm St		3900	G	From:	Frederick Ave						0.103	F		4200	G	2003
				To:	Woodland Ave											
Euclid Ave		490	G	From:	Grove St						0.138	F		530	G	2003
				To:	Woodstock Ln											
Glaize Ave		260	G	From:	S.Loudoun St						0.12	F		280	G	2003
				To:	Dead End											
Handley St		640	G	From:	Whitlock Ave						0.118	F		690	G	2003
				To:	Sheridan St											
Imperial St		200	G	From:	Papermill Rd						0.141	F		220	G	2003
				To:	Superior Ave											
Jackson Ave		430	G	From:	Braddock St						0.092	F		470	G	2003
				To:	Pennsylvania Ave											
Kent St		890	G	From:	Beau St						0.098	F		970	G	2003
				To:	WCL Winchester											
Kent St		6400	G	From:	Boscawen St						0.096	F		6900	G	2003
				To:	Philpot St											
Leicester St		500	G	From:	Parkway Ave						0.088	F		540	G	2003
				To:	Shawnee Ave											
Marion St		330	G	From:	Branner Ave						0.105	F		360	G	2003
				To:	Caroline St											
Massanutten Terrace		580	G	From:	Hockman Ave						0.126	F		630	G	2003
				To:	Middle Rd											
Orchard Ave		230	G	From:	Elm St						0.113	F		250	G	2003
				To:	ECL Winchester											
Parkway Ave		1000	G	From:	Pall Mall St						0.112	F		1100	G	2003
				To:	Leicester St											
Pennsylvania Ave		590	G	From:	Richards						0.099	F		640	G	2003
				To:	Jackson Ave											
Peyton St		540	G	From:	Fairmont Ave						0.146	F		580	G	2003
				To:	Braddock St											
Pleasant Valley Rd		420	G	From:	Dead End						0.119	F		450	G	2003
				To:	Cedarmeade Ave											
Purcell Ave		2100	G	From:	Cork St						0.12	F		2300	G	2003
				To:	Grove St											

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2Axle 3+Axle 1Trail 2Trail																
City of Winchester																
S.Kent St		1200	G	From:	Millwood Ave						0.11	F		1300	G	2003
				To:	Southwerk St											
Saratoga Dr		440	G	From:	Dulles Circle						0.119	F		480	G	2003
				To:	Lake Dr											
Shenandoah Ave		800	G	From:	Leicester St						0.088	F		860	G	2003
				To:	Cork St											
South Werk St		480	G	From:	Handley St						0.098	F		520	G	2003
				To:	Ivy St											
Stewart St		9200	G	From:	Wolfe St						0.091	F		10000	G	2003
				To:	Boscawen St											
Summit Ave		160	G	From:	2Nd St						0.138	F		170	G	2003
				To:	1St Street											
Tennyson Ave		520	G	From:	Jefferson St						0.122	F		570	G	2003
				To:	Leicester St											
Washington St		4100	G	From:	Boscawen St						0.094	F		4400	G	2003
				To:	Amherst St											
Wentworth Dr		1300	G	From:	Applecroft Rd						0.128	F		1400	G	2003
				To:	Beachcroft Rd											
Whitter Ave		750	G	From:	Wood Ave						NA			790	G	2003
				To:	Ridge Ave											
Wood Ave		730	G	From:	Whitter Ave						0.101	F		790	G	2003
				To:	Lanny Dr											
Woodland Ave		1100	G	From:	Pine St						0.100	F		1200	G	2003
				To:	Elm St											
Wyck St		3700	G	From:	Loudoun St						0.103	F		4000	G	2003
				To:	Braddock St											